

BEND METROPOLITAN PLANNING ORGANIZATION
TECHNICAL ADVISORY COMMITTEE

Draft Meeting Summary

April 2, 2014

DeArmond Room, Deschutes Services Center, 1300 NW Wall Street, Bend, Oregon

1. CALL TO ORDER – INTRODUCTIONS

Mr. Deke called the meeting of the BMPO Technical Advisory Committee (TAC) to order at 10:05 a.m. with 6 of 11 members present, establishing a quorum. Attending during the meeting were:

TAC voting members

1. Cascades East Transit (CET) Karen Friend
2. Central Oregon Community College (COCC) Joe Viola
3. City of Bend *Public Works*, Nick Arnis
4. Commute Options Jeff Monson
5. Deschutes County Peter Russell
6. Oregon Department of Land Conservation & Development (DLCD) Karen Swirsky
7. Oregon Department of Transportation (ODOT) Jim Bryant
8. BMPO Citizens Advisory Committee (CAC) *absent*
9. Bend Park and Recreation District (BPRD) *absent*
10. Central Oregon Intergovernmental Council (COIC) *absent*
11. Deschutes County Bike/Pedestrian Advisory Committee (BPAC) *absent*

Ex officio members

1. Bend-La Pine School District (BLSD) *absent*
2. Bend Metropolitan Planning Organization (BMPO) *Manager*, Tyler Deke
3. Deschutes County Road Department *absent*
4. Federal Highway Administration (FHWA) *absent*
5. Federal Transit Administration (FTA) *absent*

MPO staff

Visitors (None)

Cameron Prow, TYPE - *Write II*

(The 3-digit number following the motion title shows the number of members voting in favor/against/abstaining.)

2. REVIEW AND APPROVE TAC MEETING SUMMARY

Motion 1 (6/0/0): Mr. Bryant moved to approve the TAC meeting summary for February 5, 2014. Mr. Russell seconded the motion which passed unanimously.

3. TAC BYLAW REVISIONS

Document: BMPO TAC Bylaws revised February 2014

Mr. Deke reviewed recent revisions to the TAC Bylaws regarding membership and voting structure and requested reaffirmation by TAC members that their consensus agreement in the February 2014 meeting summary was correct: "TAC members are agencies not individual representatives (the City of Bend will have only one vote) and that each agency will specify its representative on a meeting-by-meeting basis."

Mr. Arnis arrived at 10:10 a.m.

Following discussion, TAC members confirmed that their consensus agreement at the February 2014 meeting was correct.

4. **2014-2015 DRAFT UNIFIED PLANNING WORK PROGRAM**

Documents: Copy of PowerPoint presentation

Mr. Deke said the Bend MPO UPWP must be updated annually. He met with FHWA staff earlier this week to review the work program. He recapped the 2013-2014 work program, summarized the proposed Major Work Tasks and Subtasks, and presented the proposed budget and UPWP schedule. Principal tasks completed in 2013-2014 were updating the travel demand model and initiating update of the Metropolitan Transportation Plan (MTP). Other tasks completed included Phase 1 of the TRIP 97 project, 2012-2015 Metropolitan Transportation Improvement Program (MTIP) maintenance, Annual List of Federally Funded Projects, Bicycle and Walk project priorities, bike and pedestrian count program, Title VI Audit and Annual Report, revisions to the statewide Surface Transportation Program (STP) funding allocation, and community safety events such as "See and Be Seen." Next steps will be to post the draft Budget and UPWP on the BMPO website; continue the review by ODOT, FHWA, and Federal Transit Administration now underway; hold a Budget Committee meeting on May 1; and request adoption of the UPWP and Budget at the Policy Board meeting on May 15, 2014. Copies of the UPWP will be available on the BMPO website by April 11, 2014.

Since the work plan is very full for the two current BMPO staff, Mr. Deke requested TAC feedback on priorities of other possible tasks: Bike Share Feasibility Assessment, implementation actions for the MPO Transit Plan completed in spring 2013, and pedestrian safety planning or other safety work. He had a conference call yesterday with a Rogue Valley Transportation District planner about how to get bike/pedestrian improvements included in larger developments.

TAC members discussed model issues, coordinating the MTIP overlap with the City's Capital Improvement Program, updating the City transit plan to incorporate the new Oregon State University-Cascades campus, updating the City's transportation code to be more supportive of transit as a mitigation element, funding available for traffic studies, bike sharing program feasibility study (scale, appropriate locations for station hubs, private vs. public ownership), coordinating bike parking/bike corrals with transit stops, how transportation growth management (TGM) funds can be used, need for comprehensive plan policies to address bike and pedestrian safety, if the MPO can add new staff to better support the work plan, and impact of current/expected decreases in MPO funding.

5. **METROPOLITAN TRANSPORTATION PLAN UPDATE**

Documents: Copy of PowerPoint presentation

Mr. Deke said the MPO delayed the 2012 update due to the City's lack of certainty about the urban growth boundary (UGB). FHWA and FTA have been understanding but have now set a fall 2014 deadline for completion. The MPO is moving ahead with a two-phase update approach, since Bend's UGB process isn't scheduled for completion until 2016-2017 and the new Bend-Redmond model won't be available in time. He reviewed a list of projects/programs which have been completed or are underway since the last federally compliant plan was adopted in June 2007, and will be incorporated into Phase 1. The consultant team started the land use work in December 2013. Next steps include finalizing the Phase 1 work scope and schedule, a formal kickoff in April (including Policy Board approval of the two-phase process), and using the TAC and CAC to oversee the

MTP process. Extra TAC meetings may be needed throughout the process to meet the fall adoption target.

Mr. Arnis explained how the MTP interfaces with City land use and transportation plans.

TAC discussion covered the financial impact of not meeting the October/November 2014 federal deadline (loss of federal and state funding), when MTP Phase 2 will be done, why the MTP Phase 2 adoption wouldn't be tied to completion of the UGB process in 2017, timing of the City TSP (transportation system plan) update and the BMPO TSP, and when zoning issues with the Bend Airport Master Plan will be resolved.

6. **SURFACE TRANSPORTATION PROGRAM FUNDING**

Documents: Copy of PowerPoint presentation

Mr. Deke summarized the current annual STP distribution practice. Large MPOs (over 200,000 population) receive STP funds directly from the FHWA. Small MPOs, small cities (5,000-50,000 population), and counties receive STP funds based on an agreement between ODOT, League of Oregon Cities (LOC), and Association of Oregon Counties. However, that agreement gives an unfair advantage to small cities. The allocation for small cities has been updated yearly based on population forecasts from Portland State University (PSU). The allocation for the small MPOs and counties has been tied to 2000 U.S. Census data, which does not reflect the massive growth that took place within the BMPO boundary and county. Based on his calculations, Bend MPO received at least \$1 million less than it should have. He and the other small MPOs have been trying to get the allocation formula updated for two years. Starting in January 2015, project funding for small MPOs will also be based on PSU forecasts. However, staff funding will still be based on 2000 census data.

In 2013, the Policy Board adopted the TAC recommendation to distribute STP funds for up to three years as follows: \$771,516 for street preservation on arterials and collectors, \$100,000 for MPO work such as the MTP update, \$143,000 to purchase one CET fixed-route bus, and \$25,000 in contingency funds. The TAC also recommended considering opportunities to address bike lane, sidewalk, and safety issues with each street preservation project. Due to a funding reduction of \$90,000-\$95,000, Mr. Deke said he will be seeking a recommendation from the TAC to the Policy Board in May on a draft funding distribution schedule for 2014.

TAC concerns included the historic practice of allocating the bulk of STP funds to City street preservation, impact of match fund requirements, carrying forward unused planning dollars, how STP funds should be allocated (project vs. planning), impact of the City Streets Division being upgraded to a department in fall 2014 (street maintenance backlog now at \$80 million), and how street preservation should be funded.

7. **OTHER BUSINESS**

Ms. Swirsky requested a status report on Bend MPO's strategic assessment work toward reducing greenhouse gas emissions and asked what DLCD could do to help with data collection. Mr. Deke replied that data gathering is starting now. Work on the strategic assessment will start in January 2015 after the MTP update is completed.

8. **ROUNDTABLE – MEMBER UPDATES**

BMPO CAC: No report.

BPRD: No report.

CET: No report.

City of Bend: Mr. Arnis reported that he will be heading the new Growth Management Department which is combining Transportation and Long-Range planning functions. This department will be moving into the old David Evans & Associates building the end of April. A new TGM grant has been received for the west side of Bend. The City is hiring new people in the Planning and Building Departments to support new development going on.

COCC: Mr. Viola said bonds were being sold today to finance a 330-bed dormitory. Construction is expected to start this week and should be completed in 18 months. There will be an entrance from Mt. Washington Drive into the culinary area. Impacts are expected on parking, biking, and walking. The Redmond Technology Center, another bond-funded construction project, is expected to open in fall 2014.

COIC: No report.

Commute Options: Mr. Monson reported signing a new 18-month contract with ODOT today that will make project management and administration (including funding) easier.

Deschutes County: Mr. Russell said he will be starting a new goal exceptions process for sewer in the south part of the county.

Deschutes County BPAC: No report.

DLCD: No report.

ODOT: Mr. Bryant announced that Regions 4 and 5 will be sharing a technical center due to a recent reorganization and bridge design has been moved to Salem. Due to legislative downsizing, Becky Pfeiffer is now the manager of the Planning and Environmental Division.

9. NEXT TAC MEETING

The next regular TAC meeting is scheduled for Wednesday, May 7, 2014, 10 a.m., in the DeArmond Room, Deschutes Services Center, 1300 NW Wall Street, Bend, Oregon.

10. ADJOURN

There being no further business, Mr. Deke adjourned the meeting at 11:49 p.m.